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18 February 1955

MEMORANDUM FOR: Director of Central Intelligence
THRU: Deputy Director, Plans
SUBJECT: Background Information on Aircrew Members

1. The German Mission Air Section intends to use the following individuals as the crew of the L-20 to be used in the proposed AECOB exfiltration mission: [] will be standby pilot.

2. [] In January, 1949, he and two other Hungarian pilots flew out of Hungary and landed at Munich-Reim airport. He was subsequently recruited and has been a contract agent since May, 1950. He has flown personnel and supply drops into the Caucasus, the Ukraine, Belorussia, Latvia, and Poland, and Lithuania.

3. [] He served as a navigator in the Polish Air Force from 1937 to 1949, both in Poland and in the United Kingdom. He was recruited in England in December, 1951. As number two navigator in the TPCONSUL group, he has flown but one mission, into Latvia.

4. [] He served in the Polish Air Force in France until France's capitulation, then made his way to England and served with the Polish Squadron of the RAF until the end of the war. He was recruited in India in April, 1952, and was under contract to the Athens station until May, 1953, when he was transferred to Frankfurt. He has flown personnel and supply drops into the Caucasus, Ukraine, Belorussia, Lithuania, Poland, Bulgaria and Rumania, and in addition has knowledge of the operations he participated in while in Athens. He will be on a standby basis as a replacement pilot in the event something should prevent Hider II from making the flight.

5. These men live together in a safe house near Frankfurt. Their cover is as civilian employees of the 412th Technical Research Unit. When flying from Wiesbaden Air Base, they are provided with Air Force uniforms and identification and are escorted on and off the base by an officer of the Frankfurt Air Section. On an actual mission they change to indigenous clothing and carry no papers or identification at all.

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6. The crew members are in constant contact with the personnel of the Frankfurt Air Section. They do not know the Air Section personnel by true name. They are aware that they are employed by the U. S. Government, but no mention of CIA has been made. Crews do not enter any CIA installations.

7. The crews are in contact with three or four members of the Special Operations Section of Hqs. USAFE. They do not know names -- only that they are Air Force officers. The crews never go into USAFE headquarters.

8. The crews are in contact with members of "C" Flight, 7499th Squadron, Wiesbaden Air Base, which supports our planes and whose pilots train our crews. "C" Flight personnel are not known by name.

9. Crews are briefed on the flying aspects of a mission only. They know, of course, routes and DZ locations. They know from observation the number of persons and/or the amount of supplies released. Since they live so closely together, it must be assumed that all crew members know these details of every mission, even though they did not actually fly it. Crews are not briefed on identities of agents released or the purpose of the agents' mission.

10. Crew members are aware that similar operations are carried on in Athens. Most of them have staged missions through Athens. They know the identities of the Athens crews through their associations in London's Polish community.

11. No other official contacts are made with crew members. Any other associations they would have in Germany would come about through day-to-day living in the area. There have been no indications that crew members have ever been anything other than highly security conscious.

[]
Chief, Eastern Europe Division

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